DENVER
LEGEND

HI/NOS — NORTH

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All lines are solid, unless otherwise noted. Refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways 9000 ft. to 12999 ft. in length
- Hard-surfaced runways greater than 8999 ft. in length
- Open-ended hard-surfaced runway
- Open-ended hard-surfaced runway; configuration indicates approximate VOR, TACAN, or VORTAC alignment
- Runways with hard-surfaced runways, including those closed, under construction, or temporarily unusable

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Nonpublic use having landmark value
- Military - Others than hard-surfaced, all-weather runways
- Seaplane Base
- Heliport
- Abandoned Airport having landmark value, shown for air orientation
- Flight Plan Distance

Airport symbols showing use of this reserve ground basic ground control. Consult Supplement for details and availability of airports with hard-surfaced runways greater than 8999 ft.

OBJECTIONABLE - Airport may adversely affect airspace use

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only those selected airports with operating control towers are shown.

- Class B Airspace — Ceiling and Class — see Part 93 (13.5kB)
- Class C Airspace — Ceiling of Class C Airspace in hundreds of feet (in areas outlined in magenta) and Class — see Part 93 (13.5kB)
- Class D Airspace with operating control tower — Ceiling of Class D Airspace in hundreds of feet (in areas outlined in blue) and Class — see Part 93 (13.5kB)
- Class E Airspace with floor beginning at 700 feet AGL — Normally above Class B Airspace
- Class E Airspace with floor beginning at 1200 feet AGL — Normally above 1200 ft. or higher MSL
- Class E Airspace with floor beginning at 14,500 feet MSL — Full Normally above Class G Airspace
- 2400 MSL — Differential Marks floor of Class E Airspace above surface
- 1200 AGL — Differential Marks floor of Class E Airspace above surface

Class E Airspace exists at 1200' AGL unless otherwise charted. Federal Airways, Class E Airspace and Jet Routes are depicted. Control Areas and RNAV T-Routes are indicated by center line only. Consult Supplement for additional restrictions which exist in some areas.

- 8,500 — Floor of Class E Airspace
- 18,000 — Ceiling of Class E Airspace
- Prohibited, Restricted, Warning Areas
- Alert Area and Military Operations Area (MOA) — Activity and Ceiling are charted, and if airspace, or Class E airport surface
- Special Airport Traffic Area
- Air Defense Identification Zone
- National Defense Airspace
- Area — Air Defense Identification Zone (Not Supplemental)
- Class G Airspace — Class G to surface (Uncontrolled Airspace)
- Terminal Radar Service Area (TRSA)
- Military Training Routes

AIRPORT DATA

- Blue indicates FAR 93 restrictions
- Consult Chart Supplement for Name & Airport Manager, Telephone Number, CT, UNICOM, Pattern altitude and Fuel & Oil Types
- Airport Beacon
- Location and Elevation
- Runway Lights — Intensity as indicated by L-MIRL or H-HIRL
- Runway Dimensions and Surface Composition
- Weight Bearing Capacity for Single Wheel (S), Dual Wheel (D), Dual Tandem (DT), Double Dual Tandem (DDT)
- VFR Patterns
- ACSE — Airport Control Element

PIBS – Flight Service Station

- ★ – Limited hours for VFR flight is prohibited.
- ★ – 118.3 – Control tower (CT) primary frequency.
- ★ – Star indicates operation part-time. See tower frequencies for hours of operation.
- Follows the Common Traffic Advisory Frequency (CTAF)
- Weather Camera

ATIS 135.9 – Automatic Terminal Information Service

AWOS 135.2 – Automatic Flight Information Service (AFIS)

ASOS/AWOS 135.42 – Automated Surface/ Automated Weather Observing System providing local altimeter setting. Some ASOS/AWOS facilities may not be located at airports.

UNICOM – Aeronautical advisory station

Non-Directional Beacon (NDB) — Transmits 24 hrs. Consult Supplement for identification and frequency. Some NDBs may not be located at airports.

- L – Lighting in operation Sunset to Sunrise.
- H – Lighting timeframes same as for L in Supplement.
- HL – Lighting in operation part-time, as indicated in Supplement.

Where pilot controlled lighting is available, the appropriate character is replaced by a radio. Lighting codes refer to runway edge lights and may not be associated with runway end lights.

COMMUNICATION BOXES

- 123.6 — CHANDLER CTAF — 118.9 — OAK — CT — 121.9 — GROUND — 346.4
- 123.6 — BOULDER — 257.8 — CTAF — 123.6
- Frequencies above this line box are restricted to NAVAID use. Other FSS frequencies providing enroute communications (ERC) may be determined by altitude and thereon. Consult Supplement for complete information.
- R – Receive only

RADIO AIDS TO NAVIGATION

- VHF Omni-Directional Range (VOR)
- VOR-DME
- TACAN
- DME
- Non-Directional Radio Beacon (NDB)
- VORTAC
- Other facilities, i.e., FSS Outlet, NDB, etc.
- NDB – DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft AGL (Above 1000 ft MSL)
- Below 200 ft AGL (Below 1000 ft MSL)
- Obstruction with high intensity lights (Above 1000 ft MSL)
- Wind Turbine Farm
- Power Transmission Line
- Tethered Balloon
- Overhead Wire Route Crossing

MISCELLANEOUS

- Aerobatic Practice Area (See Supplement)
- Glider Operations
- Hang Gliding Activity
- Ultralight Activity
- Unmanned Aircraft Activity
- Mountain Pass
- Boundary Line (See Supplement)
- Special Use Airspace
- Special Launch Activity Area
- Restricted Area
- Warning Area
- Alert Area
- Military Operations Area (MOA)
- Parachute Jumping Area
- Published Route
- Intersection with Name and Radial/Distance
- Intersection
- VFR Waypoints

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Spot Elevation
- 8122 Elevation Base of Tower

Symbols are oriented to Point of Fixed. Pass symbol does not indicate a recommended flight path. Absence of a pass symbol does not indicate a recommended clearance path. Passes may be blocked by clouds or may occur within and near mountain passes.

DENVER SECTIONAL

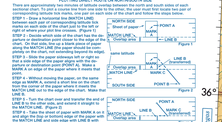
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

HI/NOS — NORTH

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information.
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SDEN

NSN 7643014100158

NGA SCT NO. SECXDENVER

26078

CONTROL TOWER FREQUENCIES ON DENVER SECTIONAL CHART

Airports with control towers are indicated at the base of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. Per primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies, shown as the last four digits of the chart are printed. VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"HOURS" indicates Monday through Friday.
"SAT-SUN" indicates Saturday through Sunday.
"H24" indicates continuously.
"O/T" indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ASPEN-PITKIN COUNTY/SARDY FIELD	0700-2000	120.9	121.9	135.4	
		119.65 286.2			
BUCKLEY AFB	0600-2200	120.2 341.675	121.8 370.8	118.675 289.2	
CHEYENNE	0600-2200				
BUTTE AAF/ BUTTE-SILVER BOW	0600-0100 "SAT-SUN" 0700-0100 "M-F" 0700-1400 "SAT" 1500-0100	120.2 291.675	121.8 370.8	118.675 289.2	
BUTTE AAF/ FORT CARSON	0600-0100 "M-SAT" 0700-0100 "SUN" 1500-0100	120.3 339.4 269.3	118.65 350.6	108.8 256.3	
	CONTROLLED IN NEW TOWER				
COLORADO SPRINGS	CONTROLLED	118.3	121.8	135.3	
OPA-LOCKA/ OPA-LOCKA EXECUTIVE	CONTROLLED	119.0 269.6	121.7 269.6	119.0 269.6	
CENTENNIAL AIRPORT	0700-2100	126.7	121.7	119.025	
DENVER INTL	CONTINUOUS	126.05 (25L/R) 120.9 (RWY 17/35) 124.35 (RWY 16/34) 269.05 (B/16 R 17L/35L) 257.7 (RWY 16/34) 134.725 (RWY 17R/35R) 340.4 (RWY 8/26) 134.725 (RWY 16/34 & 17L/35R)	132.95 (17/35) 121.65 (16/34) 120.25 (25L/R)	135.2 269.4 (ARR) 124.425 (DEP)	
RANGE COUNTY REGL	0700-1900	119.8	121.8	135.975	
ROCK SPRINGS SWTR	0600-0200	120.2 257.8	121.8	127.1	
TUCSON INTCTN INTL	0600-2200	119.1 257.8	121.7 257.8	118.55	
VAIL/ EAGLE COUNTY	0600-2200	118.3	121.8	125.2	
WICHITA MIDCONTINENT	0600-0300	118.7	121.9	124.325	
WHITE IS SEEN	0700-2100	119.2 269.2	121.7	126.75	
WILLIAM P HOBBY/ SAN JACINTO/ EAST HOUSTON/ HARVEY	CONTROLLED	124.0 341.8 (ARR) 118.45 (DEP) 124.0 (DEP) 341.8 (ARR) 120.1 (DEP) 120.1 (ARR)	121.9 (16/34) 121.65 (12/30) 121.65 (17/35)	118.55 (ARR) 124.65 (DEP)	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCY(S)	SERVICE AVAILABILITY
DENVER CLASS B	124.1 340.75 (N) 126.45 (E) 119.65 (S) 270.1 (W)	CONTINUOUS
COLORADO SPRINGS CLASS C	124.2 257.875	CONTINUOUS
BUTTE AAF (FORT CARSON)	124.2 257.875	CONTINUOUS

SPECIAL USE AIRSPACE ON DENVER SECTIONAL CHART

Unless otherwise noted altitudes are MSL. Sunrise to sunset.
H - High altitude means "5 and excluding".
L - Low altitude means "5 and excluding".
SFC-UNL - Surface to ground accumulation.
AGL - Above ground level.

T Other times by NOTAM.
W Weekends and holidays scheduled.
Other times by NOTAM.
Other Special Use area indicates the Special Use Airspace.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2401 A	SFC-FL180	0700-1800 MON-FRI	DENVER CNTR	126.275 379.45
R-2401 B	11,000 MSL-FL180	0700-1800 MON-FRI	DENVER CNTR	126.275 379.45
R-2402	SFC-FL600	CONTINUOUS	DENVER CNTR	
R-2403	SFC-FL600	CONTINUOUS	DENVER CNTR	
R-2405	SFC-FL600	BY NOTAM AT LEAST 48 HRS IN ADVANCE	DENVER CNTR	
R-2410	SFC-FL600	CONTINUOUS	DENVER CNTR	
R-6413	14,000 MSL-UNLIMITED	BY NOTAM AT LEAST 48 HRS IN ADVANCE	DENVER CNTR	134.7 307.8
R-2408	SFC-FL600	08-22	HQ ACC	

Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
HAYDEN 1	1200 AGL-11,000 MSL	08-22 TUE-SAT	DENVER CNTR	126.97 270.15
HAYDEN 2	500 AGL-11,000 MSL	08-22 TUE-SAT	DENVER CNTR	126.97 270.15
HAYDEN 3	500 AGL-11,000 MSL	08-22 TUE-SAT	DENVER CNTR	126.97 270.15
HAYDEN 4	500 AGL TO BUT NOT INCL 18,000 MSL	08-22 TUE-SAT EXC. 2ND/3RD	DENVER CNTR	126.97 270.15
LA VETA HIGH	13,000 MSL-FL180	0700-2200 MON-FRI	DENVER CNTR	126.215 379.55
LA VETA LOW	1200 AGL TO BUT NOT INCL 13,000 MSL	INTERMITTENT BY NOTAM	DENVER CNTR	126.215 379.55
MT DORA NORTH HIGH AND LOW MOA	13,000 MSL-FL180	BY NOTAM	ALBUQUERQUE CNTR	132.97 307.0 (LO ALT) 132.9 344.2 (HI ALT)
MT DORA NORTH (CHY) HIGH AND LOW MOA	1200 AGL TO BUT NOT INCL 18,000 MSL	BY NOTAM	ALBUQUERQUE CNTR	132.97 307.0 (LO ALT) 132.9 344.2 (HI ALT)
PIKEVIEW	12,000 MSL-FL180	0700-2200 MON-FRI	DENVER CNTR	126.215 379.55
SUNNY	12,000 MSL-FL180	0700-2200 MON-FRI, BY NOTAM	ALBUQUERQUE CNTR	134.9 382.5

*Altitudes indicate floor of MOA. All MOAs extend to but not including FL180 unless otherwise indicated in subtables or on chart.
†Other times by NOTAM.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is: 14433 feet
Located at 39° 07'N. - 106° 27'W

Spot elevation 4054
Approximate elevation 5000

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Use the following steps to plot a direct route on the north side of the chart when corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a line connecting the two points of departure and destination. Extend the line across the corresponding latitude tick mark on the right or left edge and label the crossing. (Figure 1)

STEP 2 - Decide which side of the chart has the destination and place the edge of a piece of paper on that side. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be overlapping the chart) and tape it down. (Figure 2)

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the destination point. Make a tick mark on the MATCH LINE at the edge of the paper where it meets the chart.

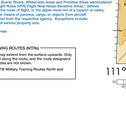
STEP 4 - Without moving the paper, on the same MATCH LINE, make a second tick mark at the point where the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that MARK A.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 6 - Take the sheet of paper with MARK A and MARK B and align the point of origin of the paper with the point of origin on the chart. Tape the paper in place.

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK A to the point of origin.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 5)



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service without permission of the Agency administering the area. Exceptions include emergency landings to preserve human life or prevent property loss beyond the control of the operator. In all officially designated landing sites, or in an approved official business of the Federal Government, such as forest fire suppression, search and rescue, and prisoner transport. Affected areas include National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management and U.S. Forest Service. Where the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley, an altitude of 2,000 feet above the highest terrain or obstruction is recommended. Flights over wilderness and park areas administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are charted. Route widths vary from 4 nautical miles to 16 miles.

Grid cases refer to Area Planning MTR/SUA Military Training Routes North and South America for current routes.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Lambert Conformal Conic Projection Standard Parallels 33°25' and 39°45'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class D Airspace within the United States extends up to 14,500 feet MSL at and above the altitude of airports in within Class E Airspace, excluding the airspace less than 1000 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this chart. Use of charts as the key may be readily identified.

Example of a **POWER PLANT**

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
METERS (Thousands) 0 1 2 3 4 5 6

Entire area of this chart is within the Mountain Standard Time Zone of (+07)(7h = UTC)

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please write to: Aeronautical Information Services, AJV-5322, or visit our website at http://faa.gov/air_traffic/flight_info/aeronav/digital_products/ or 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Suite 4400, Silver Spring, MD 20910-2281.

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For weather camera information visit https://weathercams.faa.gov

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. This is the highest elevation, including terrain and obstructions (trees, towers, buildings, etc.), within the quadrangle.

Example: 12,500 feet **125**

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

Aircraft operating in the vicinity of the Air Defense Identification Zone (ADIZ) should maintain a listening watch on appropriate VHF (121.5 or UHF (243.0 . It is incumbent upon all pilots to know and understand their responsibilities if intercepted. Review AIM Section 5-6-4 for complete information concerning the ADIZ. For further information and/or procedures concerning the flight plans, position reporting, and communications requirements in the area of the chart and, aviators will pay strict attention, contact air traffic control immediately on the local fre uency or UHF guard (243.0). If radio contact cannot be established on these ICAO signals, be advised that non-compliance may result in the use of force.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ⟋⟋⟋⟋⟋⟋ and railroads ⟋⟋⟋⟋⟋⟋.
Check NOTAMs and see AIM for details.

DENVER